

2023 Prop L 5-Year Prioritization Program

Transit Enhancements

Draft Report: February 2024



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the Peninsula Corridor Joint Powers Board and the San Francisco Municipal Transportation Agency.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Transit Enhancements is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Transit Enhancements as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Customer-facing programmatic improvements that promote system connectivity, accessibility, and reliability, and improve transit service experience for riders. These are meant to be smaller to mid-sized projects that produce benefits directly experienced by transit riders. Eligible projects may include but are not limited to bus stop improvements (with priority for those serving disadvantaged communities); wayfinding; real-time information; new (additional) elevators or escalators; multimodal station access and safety improvements; bicycle parking/storage; purchase and rehab of historic streetcars; and purchase of motor coaches and paratransit expansion vehicles. Includes project development and capital costs. Sponsor Agencies: SFMTA, BART, PCJPB, TIMMA. The first \$29M is Priority 1 and the remainder is Priority 2. Total Funding: \$777.4M; EP: \$36M.”

SFMTA stands for the San Francisco Municipal Transportation Agency; BART stands for the San Francisco Bay Area Rapid Transit District; PCJPB stands for the Peninsula Corridor Joint Powers Board; and TIMMA stands for the Treasure Island Mobility Management Agency. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Transit Enhancements, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$25.57 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including improvements to transit reliability and accessibility, new vehicles, and better connections and route information.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

Feedback from this process echoed key themes heard during the initial Prop L outreach period, including transit reliability improvements, like transit-only lanes, and better transit connectivity between neighborhoods. The findings from the 5YPP outreach process will be published on the Transportation Authority webpage. To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan.

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco’s Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Transit Enhancements 5YPP:

- Improved reliability (travel time variability)
- Improved travel time (median weekday corridor travel times)
- Improved ridership and/or ridership recovery from pre-pandemic levels

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program to understand trends:

- Improved comfort, convenience, and identity (e.g. through SFMTA customer satisfaction surveys)

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors’ proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded Transit Enhancement projects since 2005. Table 1 shows the Project Status of open Transit Enhancements grants under Prop K.

Table 1. Prop K Project Status- Open Grants

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF DECEMBER 2023)	REMAINING BALANCE (AS OF 12/20/23)	OPEN FOR USE?
SFMTA	Geneva-Harney BRT environmental - EP 16	Environmental Studies	2016/17	\$233,816	\$86,980	
BART	BART Station Bicycle Parking and Access Improvements	Construction	2018/19	\$550,000	\$40,566	

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF DECEMBER 2023)	REMAINING BALANCE (AS OF 12/20/23)	OPEN FOR USE?
BART	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP16)	Design	2021/22	\$500,000	\$442,201	
PCJPB	22nd St Station ADA Access Improvements	Planning	2022/23	\$344,850	\$344,850	
PCJPB	22nd St Station ADA Access Improvements (20P)	Planning	2022/23	\$102,348	\$102,348	

Projects are sorted by allocation year, then sponsor, then name.

Transit Enhancements cover a broad range of project types. Some are relatively inexpensive and quick to deliver, while others may involve long lead times, multi-agency coordination, and extensive engineering.

For the BART Station Bicycle Parking and Access Improvements project, BART has delivered most of the project, but had to redesign the bicycle stair channels, to be installed at Civic Center and Embarcadero stations, based on experience installing stair channels at other BART stations to improve constructability, safety, and durability. This project illustrates the risk of Transit Enhancement projects that may not have many previous projects to draw lessons from and may involve installation of custom designed infrastructure to improve the passenger experience.

The Transportation Authority has funded a feasibility assessment and preliminary engineering of improvements to bring the Caltrain 22nd Street station into compliance with the Americans with Disabilities Act (ADA). While the Caltrain system as a whole is accessible, the 22nd Street Station was built over 100 years ago and can only be accessed by stairs from the street level today. The work to identify feasible improvements that comply with the ADA was completed on-budget, with only a slight delay due to the COVID-19 pandemic. The preliminary engineering phase is currently underway and on track for on-time, on-budget completion. Caltrain and the Transportation Authority believe this project is a strong candidate for the federal All Stations Accessibility Program (ASAP), which funds improvements to bring legacy rail stations into compliance with the ADA, and propose to use the requested Prop L funds as the required 20% local match to the federal grant. Successfully competing for these funds will require a resolution of an approach to level boarding at the station, which was not included in the feasibility study, but is either required or requires a waiver for the ASAP. Caltrain has been granted waivers for other stations in the past, providing accessibility via lifts or mini-high platforms, pending resolution of the ultimate platform height configuration following system electrification.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop L programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Transit Enhancements 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from Transit Enhancements ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, and funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five-year period. The recommended project list would advance \$1.2 million in cash flow into the current 5YPP period. As a result, the proposed cash flow (reimbursements) in the first five years is \$3,948,000 or about 144% more than the pay-go budget in the Baseline, as amended.

We anticipated significant acceleration of the funds in the Transit Enhancements program because Prop L funds for the first five years are significantly reduced (e.g. by more than half) compared to year six on, due to Prop K carryforward of remaining balances and outstanding debt.

We are comfortable supporting this level of advancement of funds because Transit Enhancements projects that promote system connectivity, accessibility, and reliability, and improve transit service experience for riders are key to continued transit recovery in the post-pandemic era, in addition to realizing San Francisco's Transit First policy. If the projects do not proceed as quickly as proposed, this will ultimately result in lower financing costs. We will true up actual allocations and expenditures in the next 5YPP update and any reductions in financing costs would be available for programming to projects in the next 5-year period.

Prop L Project Submissions Evaluation - EP 10 Transit Enhancements

		Prop L-Wide Criteria					Program Specific Criteria				
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	System Access & Connectivity	Improves Customer Experience	Increases Capacity	Total
10	22nd Street Caltrain Station ADA Improvements	5	3	5	3	4	2	4	4	0	30
Citywide	Flag Stop Improvement Program	5	0	5	3	2	4	4	4	0	27
Citywide	Muni Transit Shelter Replacement Program	5	2	5	3	4	3	4	4	0	30
Total Possible Score		5	4	5	5	4	4	4	4	3	38
<p>Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.</p>											
<p>Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.</p>											
<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>											
<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>											
<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.</p>											
<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>											
<p>Safety: Highest possible score is 4. Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly. Points are based on the safety information presented in the Project Information Form.</p>											
<p>System Access & Connectivity: Highest possible score is 4. Project improves customer access (e.g. pedestrian access improvements, additional elevators or escalators, bike storage, etc.) and/or transit connections.</p>											
<p>Improves Customer Experience: Highest possible score is 4. Project improves the customer experience such as bus stop improvements (with priority for those serving disadvantaged communities), wayfinding, shelters, and real time travel information.</p>											
<p>Increases Capacity: Highest possible score is 3. Project supports increases transit capacity, such as purchase and rehab of historic streetcars, purchase of additional motor coaches, and paratransit expansion vehicles.</p>											

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
10- Transit Enhancements
Programming Year

Pending February 27, 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	22nd Street Caltrain Station ADA Improvements	Design Engineering (PS&E)	\$1,300,000					\$1,300,000
PCJPB	22nd Street Caltrain Station ADA Improvements	Construction		\$953,000				\$953,000
SFMTA	Flag Stop Improvement Program	Construction	\$584,000					\$584,000
SFMTA	Flag Stop Improvement Program	Construction			\$876,000			\$876,000
SFMTA	Muni Transit Shelter Replacement Program	Planning/ Conceptual Engineering		\$527,000				\$527,000
Funds Requested in 2023 5YPP			\$1,884,000	\$1,480,000	\$876,000	\$0	\$0	\$4,240,000
Cumulative Remaining Programming Capacity			\$859,902	(\$620,098)	(\$1,496,098)	(\$1,496,098)	(\$1,496,098)	(\$1,496,098)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

10- Transit Enhancements

Cash Flow (Maximum Annual Reimbursement)

Pending February 27, 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
22nd Street Caltrain Station ADA Improvements	Design Engineering (PS&E)	\$300,000	\$1,000,000					\$1,300,000
22nd Street Caltrain Station ADA Improvements	Construction			\$476,500	\$476,500			\$953,000
Flag Stop Improvement Program	Construction		\$292,000	\$292,000				\$584,000
Flag Stop Improvement Program	Construction				\$292,000	\$292,000	\$292,000	\$876,000
Muni Transit Shelter Replacement Program	Planning/ Conceptual Engineering		\$100,000	\$300,000	\$127,000			\$527,000
Cash Flow Requested in 2023 5YPP		\$300,000	\$1,392,000	\$1,068,500	\$895,500	\$292,000	\$292,000	\$4,240,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$304,878	\$609,756	\$609,756	\$609,756	\$609,756	\$0	\$2,743,902
Cumulative Remaining Cash Flow Capacity		\$4,878	(\$777,366)	(\$1,236,110)	(\$1,521,854)	(\$1,204,098)	(\$1,496,098)	(\$1,496,098)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
22nd Street Caltrain Station ADA Improvements	96.2%	81.2%
Flag Stop Improvement Program	96.2%	70.5%
Muni Transit Shelter Replacement Program	96.2%	0.0%
Transit Enhancements Program Total	96.2%	75.7%

Expected leveraging for the Transit Enhancements program over the life of the 30-year measure is 96.2%. Based on the Project Information Forms, the anticipated leveraging for the proposed projects is not meeting this target at 75.7%. The 22nd Street Caltrain Station ADA Improvements project and the Flag Stop Improvement Program show good leveraging, albeit less than expected. The Muni Transit Shelter Replacement Program reflects leveraging for the planning and design work to inform the next generation of transit shelters. We fully expect that the Muni Transit Shelter Replacement Program will exceed leveraging expectations for this Prop L program once construction advances and non-Prop L funds are used to fund the project.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	22nd Street Caltrain Station ADA Improvements	
Implementing Agency:	PCJPB	
Prop L Expenditure Plan Information		
Prop L Program:	10- Transit Enhancements	
Prop L Sub-Program (if applicable):	N/A	
Other Prop L Programs (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	Provide ADA access to the 22nd Street Station platforms, approximately 25 feet below existing grade.	
Project Location and Limits:	The project is located at the Caltrain 22nd Street Station at Mile Post (MP) 1.61.	
Supervisorial District(s):	District 10	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		No
Which EPC(s) is the project located in?	The project is located 1.3 miles from the Inner Mission EPC.	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The project will provide ADA access to the 22nd Street Station platforms, approximately 25 feet below existing grade. The recommended alternative (presented to JPB in December 2021 and approved by SFCTA Board in March 2023) is to install a northbound platform ramp: approximately 305 feet, 6.5% slope, and a southbound platform ramp: approximately 465 feet, 6.1% slope. The project will also include other necessary ADA-related improvements including tactile surfacing, wayfinding, lighting, and accessible parking.</p> <p>The project will improve access and enhance the customer experience at the 22nd St Station by adding wheelchair accessible ramps to the north and southbound platforms, which are currently only accessible by stairs. In addition, the project will include wayfinding and safety improvements such as tactile strips, lighting, signage, accessible parking, and platform improvements. These improvements will enhance the overall customer experience of the station and increase accessibility for a variety of users.</p> <p>Caltrain is submitting this fund programming request for SFCTA to provide the 20% local match needed for the FTA All Station Accessibility Program Grant that Caltrain intends to pursue as soon as possible, as agreed upon by Caltrain and SFCTA in their Standard Grant Agreement executed in March 2023.</p>	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	30% design plans	
Type of Environmental Clearance Required:	TBD	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	City of San Francisco; FTA/FRA; SFMTA; SFCTA; Caltrans	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2019/20	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2024/25	Q1-Jul-Aug-Sep	2026/27
Right of Way	0%					
Design Engineering (PS&E)	30%	Contracted	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2024/25
Advertise Construction	0%		Q1-Jul-Aug-Sep	2025/26		
Start Construction (e.g. Award Contract)	0%		Q1-Jul-Aug-Sep	2025/26		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q1-Jul-Aug-Sep	2026/27
Project Completion (means last eligible expenditure)	0%				Q2-Oct-Nov-Dec	2026/27
Notes						
Project is expected to be a CE for both CEQA and NEPA. The CE process will run concurrent with the design and is not on the critical path of the project. The cost for CE is included in the 30% estimate along with contingency for environmental related permits that would be common for construction.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: 22nd Street Caltrain Station ADA Improvements

Project Cost Estimate	Phase	Cost	Funding Source		Source of Cost Estimate
			Prop L	Other	
Planning/Conceptual Engineering		\$ 734,000	\$ -	\$ 734,000	actual
Environmental Studies (PA&ED)		\$ -		\$ -	
Right of Way		\$ -	\$ -	\$ -	
Design Engineering (PS&E)		\$ 1,300,000	\$ 1,300,000	\$ -	30% design level engineering estimate
Construction		\$ 9,966,000	\$ 953,000	\$ 9,013,000	30% design level engineering estimate
Operations (i.e. paratransit)		\$ -	\$ -	\$ -	
Total Project Cost		\$ 12,000,000	\$ 2,253,000	\$ 9,747,000	
Percent of Total			19%	81%	

Planning was funded by Prop K

Sales tax leveraging (Prop K included)
<----- 75%

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop K		Planning/Conceptual Engineering	Allocated	2022/23	\$ 734,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	10- Transit Enhancements	Design Engineering (PS&E)	Planned	2023/24	\$ 1,300,000	\$ 300,000	\$ 1,000,000	\$ -	\$ -	\$ -
FTA All Stations Program		Construction	Planned	2024/25	\$ 9,013,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	10- Transit Enhancements	Construction	Planned	2024/25	\$ 953,000	\$ -	\$ -	\$ 476,500	\$ 476,500	\$ -
Total By Fiscal Year					\$ 12,000,000	\$ 300,000	\$ 1,000,000	\$ 476,500	\$ 476,500	\$ -

Notes
The total project cost are still estimated to be within the intial estimates. No changes based on modified 30% Preliminary Engineering phase. Note that the cost for CE is included in the 30% estimate along with contingency for environmental related permits that would be common for construction.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>22nd Street Caltrain Station ADA Improvements</i>
Relative Level of Need or Urgency (time sensitive)	Caltrain is submitting this fund programming request for SFCTA to provide the 20% local match needed for the FTA All Station Accessibility Program Grant that Caltrain intends to pursue as soon as possible, as agreed upon by Caltrain and SFCTA in their Standard Grant Agreement executed in March, 2023.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Caltrain has engaged with numerous agencies and committees, including: City of San Francisco, Citizens Advisory Committee (CAC), SMCTA, SFMTA, Supervisor Walton's Office, Caltrain Accessibility Advisory Committee, Caltrans District 4, SFCTA
Benefits to Disadvantaged Populations and Equity Priority Communities	This station is adjacent to the Inner Mission EPC, which includes a population that has disabilities. Providing ADA accessibility will greatly improve the access this community has to the station, among other non-EPC neighborhoods.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	This project supports the livability goals by encouraging transit and reducing drive-alone trips and improves safety for disabled passengers accessing the station.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
10- Transit Enhancements	
Safety	Safety improvements such as tactile strips, lighting, signage, accessible parking, and platform improvements will improve overall safety to the passengers at the station.
System Access & Connectivity	The project will improve access and enhance customer experience at the 22nd St Station by adding wheelchair accessible ramps to the north and southbound platforms, which are currently only accessible by stairs.
Improves Customer Experience	The project will include wayfinding and safety improvements such as tactile strips, lighting, signage, accessible parking, and platform improvements. These improvements will enhance the overall customer experience of the station and increase accessibility for a variety of users.
Increases Capacity	The project provides better access for disabled passengers, which could increase passenger useage at the station.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	Flag Stop Improvement Program	
Implementing Agency:	SFMTA	
Prop L Expenditure Plan Information		
Prop L Program:	10- Transit Enhancements	
Prop L Sub-Program (if applicable):	N/A	
Project Information		
Brief Project Description for MyStreetSF (80 words max):	In November 2021, the San Francisco Board of Supervisors unanimously passed a resolution calling for SFMTA to upgrade flag stops and “promote unobstructed pedestrian access for boarding public transit by eliminating parking in bus stops.” To meet these goals, the SFMTA will paint red curb “clear zones” and remove parking at flag stops. Some stops may require changes beyond a 20-foot red clear zone, which could include painting full bus zones, other curb management strategies, or bus bulbs.	
Project Location and Limits:	Up to 1,200 locations citywide, including all Supervisor Districts	
Supervisorial District(s):	Citywide	
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?
Which EPC(s) is the project located in?	TBD	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>San Francisco has 3,500 Muni stops, including about 1,200 stops at which there isn’t enough space for the bus to pull to the curb for riders to board. Instead, Muni buses stop in the travel lane, and riders often must walk in between parked cars to get on and off. These stops are called “flag stops.”</p> <p>This project includes flag stop improvements such as red curb clear zones (daylighting), conversion to bus zones, other color curb or curb management strategies, or bus bulbs. These improvements would provide a clear zone for passengers to get on and off the bus more easily, would provide additional space for bus drivers to deploy the wheelchair ramp, and would help improve bus travel time and reliability by making the boarding process safer and easier. The requested funds would enable SFMTA to add short red curb zones (<= 20 feet) at all nearside flag stops and convert all farside or midblock flag stops to bus zones.</p> <p>The outreach plan includes ongoing updates to district supervisors, outreach to citywide stakeholders (such as Senior Disability Action, Walk SF, and others), and canvassing to neighbors at impacted bus stops. For any bus stop changes that require legislative approval (i.e. bus zones and red curb zones longer than 20 feet), there would be additional targeted outreach, a public hearing, and an SFMTA Board meeting (if needed).</p>	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



	<p>This project workflow includes continuous partnering with other SFMTA groups, including the citywide daylighting program in order to make sure improvements are being made in an efficient manner.</p> <p>SFMTA has prioritized Muni routes for flag stop access improvements based on the Muni Service Equity Strategy and Muni service categories (Rapid/Frequent/Grid/Connector/Owl). The 1st priority includes “citywide accessibility routes” identified in the Muni Service Equity Strategy and the 2nd priority includes Rapid and Frequent service categories. In some cases, routes have been grouped for implementation to ensure efficient use of staff time – for example the 30 Stockton route is identified as a “citywide accessibility route” in the Muni Service Equity Strategy, while the 45 Union-Stockton is not, but because both routes overlap and share many stops they were grouped for implementation at the same time.</p> <p>An initial group of about 30 Muni routes were prioritized for review by SFMTA transportation engineering, transit service planning, and accessible services staff. Throughout 2023 site visits were conducted and work orders were developed for batches of about 50 locations to be implemented at a time. To date about 420 flag stops have been reviewed, and red curb has been added at about 220 nearside flag stops.</p> <p>This project responds to Board of Supervisors resolution NO. 537-21, which urged the SFMTA to develop and implement a plan to promote unobstructed pedestrian access for boarding public transit by eliminating parking in bus stops and making other necessary infrastructure improvements.</p>
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Type of Environmental Clearance Required:	Categorically Exempt
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	10%	In-house	Q3-Jan-Feb-Mar	2022/23	Q2-Oct-Nov-Dec	2028/29
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	10%	In-house	Q1-Jul-Aug-Sep,	2022/23	Q2-Oct-Nov-Dec	2028/29
Advertise Construction						
Start Construction (e.g. Award Contract)	10%	In-house	Q1-Jul-Aug-Sep	2022/23		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2028/29
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2028/29
Notes						
This project is making improvements to flag stops on a rolling month by month basis in which each month contains its own planning, design, and implementation phase. As such, the project schedule reflects dates in which there is significant overlap between project phases.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: Flag Stop Improvement Program

Project Cost Estimate		Funding Source		Source of Cost Estimate
Phase	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ 805,268		\$ 805,268	SFMTA Streets Division standard striping cost estimate
Environmental Studies (PA&ED)	\$ -			
Right of Way	\$ -			
Design Engineering (PS&E)	\$ 584,959		\$ 584,959	SFMTA Streets Division standard striping cost estimate
Construction	\$ 3,554,295	\$ 1,460,000	\$ 2,094,295	SFMTA Streets Division standard striping cost estimate
Operations (i.e. paratransit)	\$ -			
Total Project Cost	\$ 4,944,522	\$ 1,460,000	\$ 3,484,522	
Percent of Total		30%	70%	

Funding Plan - All Phases - All Sources

Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)

Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Prop L	10- Transit Enhancements	Construction	Planned	2023/24	\$ 584,000		\$ 292,000	\$ 292,000			
Prop L	10- Transit Enhancements	Construction	Planned	2025/26	\$ 876,000				\$ 292,000	\$ 292,000	\$ 292,000
Operating		Construction	Allocated	2023/24	\$ 2,094,295						
Operating		Planning/Conceptual Engineering	Allocated	2023/24	\$ 805,268						
Operating		Design Engineering (PS&E)	Allocated	2023/24	\$ 584,959						
Total By Fiscal Year					\$ 4,944,522	\$ -	\$292,000	\$292,000	\$292,000	\$292,000	\$292,000

Notes

As a condition of allocation SFMTA shall provide a list of flag stop locations in Equity Priority Communities and areas serving disadvantaged populations that it recommends upgrading with new transit shelters.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Flag Stop Improvement Program</i>
Relative Level of Need or Urgency (time sensitive)	Project needs to proceed in proposed timeframe based on publicly shared timelines. Urgency stems from the SF Board of Supervisors unanimously voting for flag stop upgrades (Res 537-21). No construction contract deadlines or grant funding deadlines exist for this project at this time.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	High-profile support from SF Board of Supervisors, via their unanimous vote for a resolution urging SFMTA to provide unobstructed and safe transit boarding access at all Muni stops. Recent community group briefings include WalkSF, SDA, MAAC, and several district supervisor updates. All groups continue to support the improvements.
Benefits to Disadvantaged Populations and Equity Priority Communities	This program supports our Transit First policy and promotes access to our vehicles. Using the Muni Service Equity Strategy, this program focuses on routes heavily used by seniors, people with disabilities, and people in low-income households to improve connectivity, reliability and safety. This program also improves visibility of people walking near intersections, supporting our Vision Zero policy.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Safety and Livability This project advances the SFTP Equity and Safety and Livability goals by focusing on routes heavily used by seniors, people with disabilities, and people in low-income households to improve connectivity, reliability and safety. This project advances the SFTP goal of Environmental Sustainability by supporting the City's Transit First policy which promotes transit usage to advance environmental goals such as the reduction of greenhouse gases.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
10- Transit Enhancements	
Safety	This project would improve safety by making improvements at flag stops. Flag stops currently require Muni passengers to get on and off the bus from the traffic lane, adjacent to parked cars, and in many cases it can be difficult for bus operators to deploy the wheelchair lift. Making improvements to flag stops by painting red zones, removing parking spaces, painting bus zones, or other curb use strategies would improve safety by providing clear zones for passengers to get to and from the bus more easily, or by providing enough curb space for a bus driver to safely pull the bus to the curb to allow passengers to board from the sidewalk.
System Access & Connectivity	Painting clear zones, bus zones, and removing parking at flag stops would improve customer access to bus stops by removing parked cars as obstacles for Muni passengers to get on and off the bus. This would also create additional space for bus drivers to deploy the wheelchair ramp, improving access for passengers with mobility issues that require use of the ramp. This project would also decrease the amount of time it takes to safely board and alight passengers, thus improving reliability along entire Muni lines which would make it easier and faster to make transit connections across the city.
Improves Customer Experience	This project would enhance the customer experience by removing parked cars from Muni bus stops. Painting red zones, installing bus zones, or other flag stop improvements would especially improve the customer experience for seniors and disabled Muni riders by making it easier for them to board the bus.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Increases Capacity	This project would improve transit reliability by making it easier, safer, and faster for people to get on and off the bus. This project combined with other transit enhancement projects would improve capacity on buses by reducing excess delays which contribute to bus crowding and further creates bus bunching issues.
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**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Muni Transit Shelter Replacement Program		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	10- Transit Enhancements		
Prop L Sub-Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The proposed project is the planned redesign of the SFMTA Transit Shelter network across San Francisco, at nearly 1,200 locations including surface stops and raised platforms. Prop L funding will support the community process to design the new Muni Transit Shelter.		
Project Location and Limits:	Project is in locations across the city.		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	This is a citywide project, and locations that will be prioritized are those in Equity Priority Communities.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	The SFMTA's current inventory of transit shelters have been in place since 2007. At the end of the current contract with Clear Channel Outdoor, around 2027, the SFMTA will begin the process of the renovation and update of these shelters with a new partner. The community process to design the new Muni Transit Shelter, and make improvements to surface boarding islands is anticipated to take 2-years, and should be in place for implementation at the time of award of a new contract vendor. The existing contract, for the first time will make the SFMTA the owner of these assets, and they will recently have been updated with new technology via the SFMTA's Customer Information System (CIS) project. Elements of the redesign will improve overall visual features, seating, accessibility, roof and ability for cleaning and maintenance. In addition, we anticipate getting environmental clearance for this work.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	N/A		
Type of Environmental Clearance Required:	TBD		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works, Arts Commission, Police Department, Fire Department		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
			Phase	% Complete	In-house - Contracted - Both	Quarter
Planning/Conceptual Engineering	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2024/25	Q2-Oct-Nov-Dec	2026/27
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2025/26	Q2-Oct-Nov-Dec	2026/27
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: Muni Transit Shelter Replacement Program

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 527,000	\$ 527,000	\$ -	Engineer's estimate
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 527,000	\$ 527,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	10- Transit Enhancements	Planning/Conceptual Engineering	Planned	2024/25	\$ 527,000	\$ -	\$ 100,000	\$ 300,000	\$ 127,000	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 527,000	\$ -	\$ 100,000	\$ 300,000	\$ 127,000	\$ -

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Muni Transit Shelter Replacement Program</i>
Relative Level of Need or Urgency (time sensitive)	This project is time sensitive due to the impending expiration of the current contract with Clear Channel in 2027.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	SFMTA, BOS and ARTS commissions approved the current bus shelter design in 2007. Prior to its approval, many different designs were presented to community stakeholders for comments before final aesthetic design approval from the ARTS commission. Its red, wavy roof was intended to mimic earthquake activity. SFMTA believes a more streamlined shelter that addresses the needs of our disabled population as well as providing a safe location to board a bus is imperative to bringing back our ridership to pre-pandemic levels.
Benefits to Disadvantaged Populations and Equity Priority Communities	Well designed shelters that are deployed equitably across the City will improve comfort, safety and convenience for all transit riders. Members of disadvantaged populations and residents of Equity Priority Communities are less likely to have access to cars and more likely rely on transit than other groups.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability
	The Muni Transit Shelter Replacement Program serves a key role in ensuring the city's transit shelters are functional and inviting.
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.	
10- Transit Enhancements	
Safety	New bus shelters that incorporate better overall visibility into the shelter as well as providing protection from the elements will improve safety for our passengers.
System Access & Connectivity	Having an inviting bus shelter that is open and clean will improve customer access and experience. New bus shelters will be able to accommodate the latest digital transit information screens for passengers.
Improves Customer Experience	Removing blighted shelters in our disadvantaged communities and replacing with open clean accessible shelters will improve and enhance the customer experience.
Increases Capacity	Stations are the first point where people interact with transit; station area, station, and safety improvements are known elements driving ridership and system capacity.